2003

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Special Locality Report 114

City of Hampton

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

							City of	f Hampto	on								
Route		I enath	AADT	QA	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	ΟW	Year
		Longui	77701	Q,A	71110	Duo	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	70000	QVV	real
City of Hampton					From:		WCL N	ewport Ne	ws	Ī							
60 Kecoughtan	Rd	1.18	6600	G	96%	2%	1%	0%	0%	0%	С	0.095	F	0.523	7000	G	2003
<u> </u>					To: From:		Powh	atan Pkwy	,								
60 Kecoughtan	Rd	1.03	7900	G	96%	2%	1%	0%	0%	0%	С	0.097	F	0.519	8300	G	2003
<u> </u>					To: From:		Las	salle Ave									
(60) Kecoughtan	Rd	1.04	8400	G	96%	2%	2%	0%	0%	0%	С	0.098	F	0.509	8900	G	2003
~					To: From:			Victoria B		-							
(60) Kecoughtan	Rd	0.26	12000	G	96%	2%	2%	0%	0%	0%	F	NA			13000	G	2003
					From:			Landing F ughtan Rd	Rd								
60 Settlers Lan	ding Rd	0.13	18000	G	95%	1%	2%	1%	0%	0%	С	0.086	F	0.518	19000	G	2003
\bigcirc					To: From:		SR 134 A	Armistead A	Ave								
60 Settlers Lan	ding Rd	0.46	18000	G	95%	1%	2%	1%	0%	0%	F	0.088	F	0.511	19000	G	2003
\smile					To: From:		Е	aton St									
60 Settlers Lan	ding Rd	0.67	21000	G	95%	1%	2%	1%	0%	0%	F	0.088	F	0.511	22000	G	2003
<u> </u>					To: From:		116 60 61	I-64 R 143 Tyle	r Ct	-							
60 (64)		0.33			<u> </u>	Se				fic volur	ne est	imates fo	r this	segment.			
(i) (ii)	Combined		99000	G	95%	0%	1%	1%	3%	0%	F	NA			100000	G	
					To:		SR 169	9 Mallory S	St								
(60) (64)		4.00			From:	Se				fic volur	ne est	imates fo	r this	segment.			
\bigcirc	Combined	d Traffic:	96000	G	95%	0%	1%	1%	3%	0%	F	NA			98000	G	
					To-		WC.	L Norfolk									
East		4.07	- 4000	_	From:	00/		ewport Nev		00/	_	0.000	_		75000	_	0000
64	Combine	1.97	74000	G	94% 95%	0% 0%	1% 1%	1% 1%	3% 3%	0%	F F	0.083	F F	0.501	75000	G G	2003
	Combined	a Framic:	148000	G	_	0%				0%	Г	0.077	Г	0.501	149000	G	
East					To: From:			ds Center									
64		1.33	66000	G	94%	0%	1%	1%	3%	0%	F	0.083	F		67000	G	2003
	Combined	d I raffic:	124000	G	95%	0%	1%	1%	3%	0%	F	NA			125000	G	
East					From:		SR 134 N	Magruder E	Blvd								
64		0.55	74000	G	94%	0%	1%	1%	3%	0%	F	0.087	F		75000	G	2003
	Combined	d Traffic:	144000	G	95%	0%	1%	1%	3%	0%	F	NA			146000	G	
East					To: From:		US 258	Mercury B	lvd								
64		0.30	30000	G	94%	0%	1%	1%	3%	0%	F	0.087	Ν		30000	G	2003
	Combined	d Traffic:	104000	G	95%	0%	1%	1%	3%	0%	F	NA			105000	G	
East					From:	U	S 258 SR	134 Mercu	ry Blvd								
64		0.86	70000	G	94%	0%	1%	1%	3%	0%	F	0.089	F		70000	G	2003
O 4)	Combined	d Traffic:		G	95%	0%	1%	1%	3%	0%	F	NA			145000	G	
					To: From:			I-664		-							
East 64		0.77	63000	G	94%	0%	1%	1%	3%	0%	F	0.082	F		63000	G	2003
04	Combined			G	95%	0%	1%	1%	3%	0%	F	NA	•		122000	G	_500
					To: From:			LaSalle A			-						
East		2 54	E4000	_		00/				00/	_	0.007	_		E4000	C	2002
64	Combined	2.51	54000 99000	G G	94% 95%	0% 0%	1% 1%	1% 1%	3% 3%	0% 0%	F F	0.087 NA	F		54000 100000	G G	2003
	COMBINE	u Hallic.	99000	G	To:	U 70				070	Г	INA			100000	G	
East 64					From:			R 143 Tyle								_	
64		0.33	53000	G	94%	0%	1%	1%	3%	0%	F	0.085	F		53000	G	2003
~	Combined	d Traffic:	99000	G	95%	0%	1%	1%	3%	0%	F	NA			100000	G	
East					To: From:		SR 169	9 Mallory S	St								
64		4.00	48000	F	94%	0%	1%	1%	3%	0%	F	0.069	F		50000	F	2003
	Combined	d Traffic:	96000	G	95%	0%	1%	1%	3%	0%	F	NA			98000	G	
					To:		WC.	L Norfolk									

							City o	f Hampt	on								
Route		Length	AADT	QA	4Tire	Bus	2Axle		uck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Hampton					From:		ECL N	ewport Ne	****	ī							
West		2.41	73000	G	95%	0%	1%	1%	3%	0%	F	0.078	F		74000	G	2003
64	Combined			G	95%	0%	1%	1%	3%	0%	F	NA	•		149000	G	2000
	Combined	manic.	140000	J	JJ 70					070	•	INA			143000	J	
West					From:	Ha	mpton Roa	ids Center	Parkway								
(64)		0.78	58000	G	95%	0%	1%	1%	3%	0%	F	0.077	F		59000	G	2003
	Combined	Traffic:	124000	G	95%	0%	1%	1%	3%	0%	F	NA			125000	G	
10/ t					To: From:		SR 134 N	Magruder 1	Blvd	F							
West		0.65	70000	G	95%	0%	1%	1%	3%	0%	F	0.078	F		71000	G	2003
64	Combined			G	95%	0%	1%	1%	3%	0%	F	NA	•		146000	G	2000
	Combined	manic.	144000	G	To:		S 258 SR			070		INA			140000	J	
West					From:		S 258, SR										
64)		1.06	74000	G	95%	0%	1%	1%	3%	0%	F	0.083	F		74000	G	2003
	Combined	Traffic:	104000	G	95%	0%	1%	1%	3%	0%	F	NA			105000	G	
NA/ 1					To-			I-664		F							
West		1.05	58000	G	95%	0%	1%	1%	3%	0%	F	0.073	F		58000	G	2003
64	Combined							1%			F		•		122000		2003
	Combined	Hailic.	121000	G	95%	0%	1%		3%	0%	Г	NA			122000	G	
West					From:		SR 167	LaSalle A	ve								
64		2.36	45000	G	95%	0%	1%	1%	3%	0%	F	0.071	F		46000	G	2003
	Combined	Traffic:	99000	G	95%	0%	1%	1%	3%	0%	F	NA			100000	G	
					To:		US 60 S	R 143 Tyl	er St								
West		0.00	40000	_	From:	00/				00/	_	0.070	_		47000	_	0000
64		0.38	46000	G	95%	0%	1%	1%	3%	0%	F	0.073	F		47000	G	2003
	Combined	Traffic:	99000	G	95%	0%	1%	1%	3%	0%	F	NA			100000	G	
West					From:		SR 169	9 Mallory	St	-							
64)		3.93	48000	G	95%	0%	1%	1%	3%	0%	F	0.071	F		48000	G	2003
04)	Combined	Traffic:	96000	G	95%	0%	1%	1%	3%	0%	F	NA			98000	G	
					To:			L Norfolk									
					From:		York (County Li	ne								
134 Magruder Blv	rd	0.28	25000	G	97%	0%	2%	1%	1%	0%	С	0.096	F	0.682	27000	G	2003
104)					To:			le Farm R									
134 Magruder Blv	rd	0.83	28000	G	97%	0%	2%	0%	1%	0%	F	0.09	F	0.643	29000	G	2003
134 Magrador Bri	u	0.00	20000	•	- 70						•	0.00	·	0.010	20000	Ŭ	2000
134 Magruder Blv	.d	1 46	29000		From:	0%	Commande			-		0.092	F	0.525	21000		2002
134 Magruder Biv	u	1.46	29000	G	95%	U%	2%	1%	1%	0%	С	0.092	Г	0.525	31000	G	2003
					From:		lampton Ro			<u>_</u>			_				
134) Magruder Blv	rd	0.94	29000	G	96%	0%	1%	1%	1%	0%	С	0.088	F	0.514	30000	G	2003
					To: From:		SR 13/1	I-64 Magruder l	Rlvd								
134 64		0.55				Se				fic volu	ne est	imates fo	or this	segment.			
134 04	Combined		144000	G	95%	0%	1%	1%	3%	0%	F	NA		2091110111.	146000	G	
	20.11011100			_	To:						•				. 10000	_	
(101)		0.30			From:		S 258, SR			ffic volu	me est	imates fo	or this	segment.			
134 64	Combined		104000	G	95%	0%	1%	1%	3%	0%	F	NA	, u115	ocgineiit.	105000	G	
	Combined	manic.	104000	G	93 /6 To:		S 258, SR			0 76		INA			103000	G	
					From:	- 0.	, DR	I-64									
134) 258 Mercur	y Blvd	0.26	55000	G	95%	0%	1%	2%	2%	0%	С	0.082	F	0.538	56000	G	2003
					To:		Col	iseum Dr									
134)(258) Mercur	y Blvd	0.57	47000	G	95%	0%	1%	2%	2%	0%	С	0.084	F	0.516	47000	G	2003
134/(236)5.001	,			-	T	- / •					•		•	.		-	
Marsu	v Dlvd	0.24	E0000		From:	00/		unningha		00/	F	0.004	_	0.502	51000		2002
134 258 Mercur	y DIVU	0.24	50000	G	98% To:	0%	0% US 258; A	1%	1%	0%	F	0.084	F	0.503	51000	G	2003
					From:			Arminstead Mercury I									
(134) Armistead Av	re e	0.24	19000	G	97%	0%	1%	1%	1%	0%	С	0.085	F	0.54	21000	G	2003
					To:			Chapel Ro		1							
					•					-							

Route Length AADT QA 4Thre Bus SAM 549 AND Truit T							City of F										
134 Armistead Ave	Route	Length	AADT	QA	4Tire	Bus					QC		QK		AAWDT	QW	Year
1324 Armistead Ave	City of Hampton				From:		D: Cl	101		ī							
Taulik Azs.	Armistead Ave	0.79	22000	G		1%			1%	0%	С	0 084	F	0.559	23000	G	2003
1343 Armistead Ave 0.51 18000 G 97% 1% 1% 1% 1% 1% 0% F 0.088 F 0.684 19000 G 2003	134)7 ************************************	00			To:	.,,			.,,			0.00	•	0.000			
134 Armisteed Ave	Armistead Ave	0.51	18000	G		1%			1%	0%	F	0.088	F	0.684	19000	G	2003
134 Armistead Ave 0.38 14000 G 96% 1% 1% 1% 1% 1% 0% 0% C 0.09 F 0.592 15000 G 2003 134 Armistead Ave 0.27 15000 G 96% 1% 2% 1% 0% 0% C 0.086 F 0.591 16000 G 2003 134 Armistead Ave 0.10 15000 N 96% 1% 2% 1% 0% 0% N NA 16000 N 2003 135 Mellen St 0.69 6400 G 97% 0% 2% 0% 0% 0% C 0.115 F 0.823 6800 G 2003 135 Mellen St 0.69 6400 G 97% 0% 2% 0% 0% 0% 0% 0% 0	101)				To:												
132 Armistead Ave	134 Armistead Ave	0.38	14000	G		1%			1%	0%	С	0.09	F	0.592	15000	G	2003
1300 Armistead Ave					To-		SR 351 Per	nbroke A	ve	1							
134 Armistead Ave	134 Armistead Ave	0.27	15000	G		1%				0%	С	0.086	F	0.591	16000	G	2003
133					To		One	en St		1							
188 Mellen St 0.69 6400 G 97% 076 276 076	(134) Armistead Ave	0.10	15000	N		1%			0%	0%	Ν	NA			16000	N	2003
143 Mellen St					То:		US 60 Settle	rs Landin	g Rd								
143 166 Mallory St 0.07 9900 N 95% 1% 2% 1% 0% 0% 0% N 0.079 N 0.604 11000 N 2003					From:		US 258 M	ercury Bl	vd								
143 166 Mallory St 0.07 9900 N 95% 17% 27% 17% 0.0	(143) Mellen St	0.69	6400	G		0%				0%	С	0.115	F	0.823	6800	G	2003
143 168 Mallory St 0.07 9900 N 95% 1% 2% 1% 0% 0% 0% 0% 0% 0% 0																	
143 County St 0.59 4800 G 95% 1% 2% 0% 0% 0% 0% 0% 0% 0	(143)(169) Mallory St	0.07	9900	N	95%	1%				0%	N	0.079	Ν	0.604	11000	N	2003
143 County St 0.59 4800 G 96% 1% 2% 0% 0% 0% 0% 0% 0% 0					То:		SR 143 (County St	t								
1.64 Typer St	Court Of	0.50	4000	_		401				001		0.001	_	0.503	F400		0000
143 60 Settlers Landing 0.67 21000 G 95% 1% 2% 1% 0% 0% 0% F 0.088 F 0.511 22000 G 2003 143 60 Settlers Landing 0.46 18000 G 95% 1% 2% 1% 0% 0% 0% F 0.088 F 0.511 19000 G 2003 143 60 Settlers Landing 0.13 18000 G 95% 1% 2% 1% 0% 0% 0% F 0.088 F 0.511 19000 G 2003 143 60 Settlers Landing 0.13 18000 G 95% 1% 2% 1% 0% 0% 0% 0% C 0.086 F 0.518 19000 G 2003 143 60 Settlers Landing 0.13 18000 G 95% 1% 2% 1% 0% 0% 0% 0% F 0.086 F 0.518 19000 G 2003 143 Victoria Blvd 0.54 4900 G 97% 1% 1% 0% 0% 0% 0% F 0.091 F 0.575 5200 G 2003 143 Victoria Blvd 1.25 11000 G 97% 1% 1% 0% 0% 0% 0% F 0.091 F 0.575 5200 G 2003 143 Victoria Blvd 1.25 11000 G 97% 1% 1% 0% 0% 0% 0% F 0.091 F 0.576 8900 G 2003 143 Victoria Blvd 1.25 14000 G 97% 1% 1% 0% 0% 0% 0% 0% 0	143 County St	0.59	4800	G		1%			υ%	υ%	C	0.091	F	0.507	5100	G	2003
143 66 Settlers Landing 0.67 21000 G 95% 1% 2% 1% 0% 0% F 0.088 F 0.511 22000 G 2003 143 66 Settlers Landing 0.46 18000 G 95% 1% 2% 1% 0% 0% F 0.088 F 0.511 19000 G 2003 143 66 Settlers Landing 0.13 18000 G 95% 1% 2% 1% 0% 0% 0% C 0.086 F 0.518 19000 G 2003 143 66 Settlers Landing 0.13 18000 G 95% 1% 2% 1% 0% 0% 0% C 0.086 F 0.518 19000 G 2003 143 Settlers Landing 0.14 18000 G 95% 2% 2% 0% 0% 0% 0% 0% 0																	
143 60 Settlers Landing 0.46 18000 G 95% 1% 2% 1% 0% 0% 0% F 0.088 F 0.511 19000 G 2003 143 60 Settlers Landing 0.13 18000 G 95% 1% 2% 1% 0% 0% 0% C 0.086 F 0.518 19000 G 2003 143 60 Settlers Landing 0.13 18000 G 96% 2% 2% 1% 0% 0% 0% C 0.086 F 0.518 19000 G 2003 143 Victoria Blvd 0.26 12000 G 96% 2% 2% 2% 0% 0% 0% 0% F NA 13000 G 2003 143 Victoria Blvd 0.54 4900 G 97% 1% 1% 0% 0% 0% 0% F 0.091 F 0.575 5200 G 2003 143 Victoria Blvd 1.25 11000 G 97% 1% 1% 0% 0% 0% 0% F 0.086 F 0.576 11000 G 2003 143 Victoria Blvd 1.25 11000 G 97% 1% 1% 0% 0% 0% 0% 0% F 0.086 F 0.576 11000 G 2003 143 Victoria Blvd 1.15 8400 G 97% 1% 1% 0% 0% 0% 0% 0% 0	143) 60 Settlers Landing	0.67	21000	G	95%	1%			0%	0%	F	880.0	F	0.511	22000	G	2003
143 66 Settlers Landing 0.46 18000 G 95% 1% 2% 1% 0% 0% F 0.088 F 0.511 19000 G 2003					To:		Eato	on St									
143 66 Settlers Landing 0.13 18000 G 95% 1% 2% 1% 0% 0% 0% 0% C 0.086 F 0.518 19000 G 2003	143) 60 Settlers Landing	0.46	18000	G		1%			0%	0%	F	0.088	F	0.511	19000	G	2003
143 60 Settlers Landing 0.13 18000 G 95% 1% 2% 1% 0% 0% 0% 0% 0% 0% 0					To:		SR 134 An	nistead A	ve								
143 660 Kecoughtan Rd 0.26 12000 G 96% 2% 2% 0% 0% 0% 0% F NA 13000 G 2003 143 Victoria Blvd 0.54 4900 G 97% 1% 1% 0% 0% 0% 0% F 0.091 F 0.575 5200 G 2003 143 Victoria Blvd 1.25 11000 G 97% 1% 1% 0% 0% 0% 0% F 0.091 F 0.575 5200 G 2003 143 Victoria Blvd 1.25 11000 G 97% 1% 1% 0% 0% 0% 0% F 0.086 F 0.576 11000 G 2003 143 Victoria Blvd 1.15 8400 G 97% 1% 1% 0% 0% 0% 0% 0% C 0.081 F 0.576 8900 G 2003 143 Victoria Blvd 1.15 8400 G 97% 1% 1% 0% 0% 0% 0% 0% C 0.081 F 0.576 8900 G 2003 152 Todds Ln 1.21 26000 G 97% 0% 1% 1% 1% 1% 0% 0% C 0.1 F 0.558 27000 G 2003 152 Todds Ln 1.03 23000 G 97% 1% 1% 1% 1% 1% 0% 0% C 0.097 F 0.602 29000 G 2003 152 Todds Ln 0.59 27000 G 98% 0% 1% 1% 1% 1% 0% 0% C 0.097 F 0.602 29000 G 2003 152 Cunningham Dr 0.61 20000 G 98% 0% 1% 0% 0% 0% 0% 0% C 0.089 F 0.524 16000 G 2003 152 Cunningham Dr 0.77 15000 G 98% 0% 1% 0% 0% 0% 0% 0% 0	143) 60 Settlers Landing	0.13	18000	G		1%				0%	С	0.086	F	0.518	19000	G	2003
143 60 Kecoughtan Rd 0.26 12000 G 96% 2% 2% 2% 0% 0% 0% 0% F NA 13000 G 2003 143 Victoria Blvd 0.54 4900 G 97% 1% 1% 0% 0% 0% 0% F 0.091 F 0.575 5200 G 2003 143 Victoria Blvd 1.25 11000 G 97% 1% 1% 0% 0% 0% 0% 0% F 0.086 F 0.576 11000 G 2003 143 Victoria Blvd 1.25 11000 G 97% 1% 1% 0% 0% 0% 0% 0% F 0.086 F 0.576 11000 G 2003 143 Victoria Blvd 1.15 8400 G 97% 1% 1% 0% 0% 0% 0% 0% 0																	
143 Victoria Blvd 1.25 11000 G 97% 1% 1% 0% 0% 0% F 0.091 F 0.575 5200 G 2003 143 Victoria Blvd 1.25 11000 G 97% 1% 1% 0% 0% 0% 0% F 0.086 F 0.576 11000 G 2003 143 Victoria Blvd 1.15 8400 G 97% 1% 1% 0% 0% 0% 0% 0% C 0.081 F 0.576 8900 G 2003 143 Victoria Blvd 1.15 8400 G 97% 1% 1% 0% 0% 0% 0% 0% C 0.081 F 0.576 8900 G 2003 152 Todds Ln 1.21 26000 G 97% 0% 1% 1% 1% 0% 0% 0% C 0.11 F 0.558 27000 G 2003 152 Todds Ln 1.03 23000 G 97% 0% 1% 1% 1% 0% 0% F 0.116 F 0.609 24000 G 2003 152 Todds Ln 0.59 27000 G 97% 1% 1% 1% 1% 0% 0% F 0.116 F 0.609 24000 G 2003 152 Todds Ln 0.59 27000 G 98% 0% 1% 0% 0% 0% F 0.089 F 0.547 21000 G 2003 152 Cunningham Dr 0.61 20000 G 98% 0% 1% 0% 0% 0% 0% F 0.089 F 0.547 21000 G 2003 153 Cunningham Dr 0.77 15000 G 98% 0% 1% 0% 0% 0% 0% 0% 0	(Kasayahtan Dd	0.26	12000	•	<u> </u>	20/				00/	_	NIA			12000	0	2002
143	143 60 Kecougntan Rd	0.26	12000	G	96%	2%	2%	0%	0%	0%	F	NA			13000	G	2003
143 Victoria Blvd	Vistoria Blad	0.54	4000			40/				-00/		0.004		0.575	5000		0000
143 Victoria Blvd	143 Victoria Bivd	0.54	4900	G	97%	1%	1%	0%	0%	0%	F	0.091	F	0.575	5200	G	2003
143 Victoria Blvd 1.15 8400 G 97% 1% 1% 0% 0% 0% 0% 0% 0						40/			201				_		44000		
1.15	143 Victoria Blvd	1.25	11000	G	97%	1%	1%	0%	0%	0%	F	0.086	F	0.576	11000	G	2003
SECL Newport News Free ECL Newport News													_			_	
1.21 26000 G 97% 0% 1% 1% 1% 0% 0% C 0.1 F 0.558 27000 G 2003	143 Victoria Blvd	1.15	8400	G	97%	1%				0%	С	0.081	F	0.576	8900	G	2003
152 Todds Ln					10.												
152 Todds Ln	Todda I n	1 01	2000	_		00/				00/	_	0.1	г	0.550	27000	0	2002
152 Todds Ln	152 Todds Lii	1.21	26000	G	97%	U%			170	U%	C	0.1	Г	0.556	27000	G	2003
Todds Ln 152 Todds Ln 153 Todds Ln 154 Todds Ln 155 Todd		4.00	00000	_		00/			40/	00/		0.440	_	0.000	0.4000		0000
Todds Ln	152) I odds Ln	1.03	23000	G	9/%	U%			1%	U%	F	0.116	۲	0.609	24000	G	2003
Cunningham Dr	Todal-1:	0.50	07000			401			40/	-00/		0.007		0.000	00000		0000
Todds Lane Tod	152 I odds Ln	0.59	27000	G	_	1%			1%	υ%	С	0.097	F	0.602	29000	G	2003
152 Cunningham Dr 0.61 20000 G 98% 0% 1% 0% 0% 0% 0% F 0.089 F 0.547 21000 G 2003																	
152 Cunningham Dr 0.77 15000 G 98% 0% 1% 0% 0% 0% 0% 0% 0	(152) Cunningham Dr	0.61	20000	G	98%	0%			0%	0%	F	0.089	F	0.547	21000	G	2003
152 Cunningham Dr 0.77 15000 G 98% 0% 1% 0% 0% 0% 0% 0% C 0.089 F 0.524 16000 G 2003					To		Colise	um Dr].							
To US 258, SR 134 Mercury Blvd From: SR 143 Mellen St US 258, SR 134 Mercury Blvd	(152) Cunningham Dr	0.77	15000	G		0%			0%	0%	С	0.089	F	0.524	16000	G	2003
169 Mallory St 0.07 9900 N 95% 1% 2% 1% 0% 0% N 0.079 N 0.604 11000 N 2003																	
169 Mallory St 0.07 9900 N 95% 1% 2% 1% 0% 0% N 0.079 N 0.604 11000 N 2003					From:		SR 143 l	Mellen St	t							-	
169 Mallory St 0.15 9900 G 95% 1% 2% 1% 0% 0% F 0.079 F 0.604 11000 G 2003	(169) Mallory St	0.07	9900	N	95%	1%				0%	Ν	0.079	Ν	0.604	11000	Ν	2003
Mallory St 0.15 9900 G 95% 1% 2% 1% 0% 0% F 0.079 F 0.604 11000 G 2003					To-		SR 143 (County St	t].							
Tak US 258 Mercury Blvd (169) Mallory St 1.95 7600 G 95% 1% 2% 1% 0% 0% C 0.088 F 0.636 8000 G 2003	(169) Mallory St	0.15	9900	G		1%				0%	F	0.079	F	0.604	11000	G	2003
(169) Mallory St 1.95 7600 G 95% 1% 2% 1% 0% 0% C 0.088 F 0.636 8000 G 2003					To:		US 258 M	ercurv Rl	vd].							
	(169) Mallory St	1.95	7600	G		1%				0%	С	0.088	F	0.636	8000	G	2003
	····· /																

					City of Hampton								
Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
0.60	3200	G	97% To:	1%	PEMBROKE AVE 1% 0% 1% PEMBROKE AVE	0%	F	0.099	F	0.608	3400	G	2003
1.37	7200	G	97%	1%	SR 351 W; Pembroke Ave 1% 0% 0%	0%	С	0.099	F	0.739	7600	G	2003
1.08	14000	G	From: 97%	1%	Old Buckroe Rd 1% 1% 1%	0%	F	0.091	F	0.615	15000	G	2003
0.88	22000	G	From: 97%	1%	Woodland Road 1% 1% 1%	0%	С	0.089	F	0.566	24000	G	2003
0.95	28000	G	From: 97% To:	1%	Clemwood Pkwy 1% 1% 1% US 258: Mercury Blyd	0%	F	0.098	F	0.751	30000	G	2003
			From:		SR 134 Magruder Blvd								
0.61	9700	G	97%	0%	2% 1% 1% Armistead Ave	0%	F	0.129	F	0.784	10000	G	2003
0.42	19000	G	97%	0%	2% 1% 1% NASA Main Gate	0%	С	0.102	F	0.544	20000	G	2003
0.85	14000	G	97%	0%	1% 0% 1% Semple Farm Rd	0%	С	0.099	F	0.716	15000	G	2003
1.03	17000	G	97% To:	0%	1% 0% 1% SCL Poquoson	0%	F	0.100	F	0.885	18000	G	2003
0.74	45000	G	98%	0%	ECL Newport News 0% 1% 1%	0%	F	0.084	F	0.552	46000	G	2003
0.52	49000	Α	From: 98%	0%	0% 1% 1%	0%	С	0.093	Α	0.500	49000	Α	2003
0.80	48000	G	98%	0%	0% 1% 1%	0%	F	0.082	F	0.502	49000	G	2003
0.43	54000	G	96%	0%	1% 1% 1%	0%	С	0.083	F	0.542	55000	G	2003
0.34	59000	G	98%	0%	0% 1% 1%	0%	F	0.080	F	0.505	60000	G	2003
0.26	55000	G	95%	0%	1% 2% 2%	0%	С	0.082	F	0.538	56000	G	2003
0.57	47000	G	95%	0%	1% 2% 2%	0%	С	0.084	F	0.516	47000	G	2003
0.24	50000	G	98%	0%	0% 1% 1%	0%	F	0.084	F	0.503	51000	G	2003
0.63	54000	G	97%	0%	1% 0% 1%	0%	С	0.085	F	0.533	57000	G	2003
0.89	56000	G	97%	0%	1% 0% 1%	0%	F	0.084	F	0.55	60000	G	2003
1.12	28000	G	97%	1%	1% 0% 1%	0%	С	0.089	F	0.515	30000	G	2003
0.55	18000	G	97%	1%	1% 0% 1%	0%	F	0.088	F	0.505	19000	G	2003
0.94	11000	G	97%	1%	1% 0% 1%	0%	С	0.098	F	0.613	12000	G	2003
0.80	6300	G	97% To:	1%	1% 0% 1% SR 143 Mellen Street	0%	F	0.125	F	0.883	6700	G	2003
0.10	24000	G	98% To:	1%	US 258 Mercury Blvd 1% 0% 0% 114-7047 Old Fox Hill Rd	0%	F	NA			26000	G	2003
	0.60 1.37 1.08 0.88 0.95 0.61 0.42 0.85 1.03 0.74 0.52 0.80 0.43 0.34 0.26 0.57 0.24 0.63 0.89 1.12 0.55 0.94 0.80	1.37 7200 1.08 14000 0.88 22000 0.95 28000 0.61 9700 0.82 19000 1.03 17000 0.74 45000 0.52 49000 0.80 48000 0.34 59000 0.26 55000 0.57 47000 0.63 54000 0.89 56000 1.12 28000 0.55 18000 0.94 11000 0.80 6300	0.60 3200 G 1.37 7200 G 1.08 14000 G 0.88 22000 G 0.95 28000 G 0.61 9700 G 0.85 14000 G 0.74 45000 G 0.52 49000 A 0.80 48000 G 0.43 54000 G 0.26 55000 G 0.27 47000 G 0.24 50000 G 0.63 54000 G 0.89 56000 G 0.55 18000 G 0.94 11000 G 0.80 6300 G	0.60 3200 G 97% 1.37 7200 G 97% 1.08 14000 G 97% 0.88 22000 G 97% 0.95 28000 G 97% 0.61 9700 G 97% 0.61 9700 G 97% 0.85 14000 G 97% 1.03 17000 G 97% 1.03 17000 G 97% 0.52 49000 A 98% 0.52 49000 A 98% 0.63 54000 G 98% 0.26 55000 G 98% 0.26 55000 G 95% 0.27 47000 G 95% 0.28 55000 G 95% 1.12 28000 G 97% 0.89 56000 G 97% 0.89 56000 G 97% 0.94 11000 G 97% 0.94 11000 G 97% 0.94 11000 G 97% 0.98 56000 G 97% 0.94 11000 G 97% 0.98 56000 G 97% 0.99 7%	0.60 3200 G 97% 1% 1% 1	Length AADT QA	Length AADT QA	Length AADT QA	Length AADT QA 4Tire Bus	Length AADT QA 4Tire Bus	Length AADT QA 4Tire Bus	Length AADT QA 4Tire Bus 2Axie 3*Axie 1Trail 2Trail QC R Factor QK Factor AAWDT	Length AADT QA 4Tire Bus

Route Length AADT QA 4The Sus SALe							City of I	lampton								
14-392 Oking St 0.85 2000 G 99% 1% 1% 0% 0% 0% 0% 0% 0	Route	Length	AADT	QA	4Tire	Bus	2Axle 3		ail 2Trail	- QC		QK		AAWDT	QW	Year
2770 King St 0.85 20000 G 88% 1% 1% 0% 0% 0% 0% 0% 0	City of Hampton															
2776 King St 0.69 10000 0.9 98% 1% 1% 0% 0% 0% 0% 0% 0	278 King St	0.85	20000	G		1%			6 0%	F	0.093	F	0.604	22000	G	2003
Second S	C King Ot	0.00	40000			40/			/ 00/		0.000		0.070	11000		2002
Second Pembroke Ave 1.53 9100 G 96% 0% 2% 1% 1% 0% 0% 0% 0% 0% 0	278 King St	0.69	10000	G		1%			0 0%	ı	0.093	F	0.672	11000	G	2003
Section Pembroke Ave 1.53 9100 G 96% 0% 2% 1% 1% 0% F 0.090 F 0.546 9700 G 2003					E											
Section Sect	Pembroke Ave	1.53	9100	G		0%			6 0%	F	0.090	F	0.546	9700	G	2003
Second Pembroke Ave 0.14 11000 G 96% 1% 2% 1% 1% 0% F 0.089 F 0.542 11000 G 2003	351 Pembroke Ave	1.52	12000	G		1%			6 0%	С	0.090	F	0.588	12000	G	2003
Second Pembroke Ave 0.14 11000 G 96% 19% 29% 19% 19% 09% F 0.089 F 0.542 11000 G 2003					To-		Settlers L	anding Rd								
Second St	351 Pembroke Ave	0.14	11000	G		1%	2%	1% 1%	6 0%	F	0.089	F	0.542	11000	G	2003
Second St					To:		Lasal	le Ave								
SR 124 Amusteed Ave 1.41 11000 G 96% 2% 2% 0% 0% 0% 0% 0% 0	(351) Pembroke Ave	0.73	9900	G		2%			6 0%	С	0.102	F	0.611	10000	G	2003
Second St	(601)				To:		CD 124 A									
1.10 1.10	Pembroke Ave	1.41	11000	G		2%			6 0%	С	0.102	F	0.673	11000	G	2003
Second St	331). 3			-	To:				- 0,0	ı	5.10 L	•	3.3.0		-	_555
351 Pembroke Ave 1.10 14000 G 97% 1% 1% 1% 0% 1% 0% 0% 0	Dombroko Avo	0.20	12000	G		20/			/ 00/	_	0.007		0.650	14000	C	2002
351 Pembroke Ave 1.10 14000 G 97% 1% 1% 0% 0% 0% 0% 0% 0	351 Fembroke Ave	0.20	13000	G	90%	2 70			o U%	F ,	0.097	Г	0.050	14000	G	2003
SR 169 W; Old Buckros Rd SR 169 W; Old Buckr		4 10	44655			401			, 201	_	0.00		0.60=	45000		0000
Second St. Sec	351 Pembroke Ave	1.10	14000	G	97%	1%	1%	U% 19	6 0%	С	0.09	F	0.605	15000	G	2003
SR 169 E; Mallory St					From:	Ç	SR 169 W; C									
Second St	(351) Pembroke Ave	0.60	3200	G	97%	1%	1%	0% 19	6 0%	F	0.099	F	0.608	3400	G	2003
351 Pembroke Ave 0.07 3200 N 97% 1% 1% 0% 1% 0% 0% N 0.099 N 0.608 3400 N 2003					To:		SR 169 E;	Mallory St								
Second St	351 Pembroke Ave	0.07	3200	N		1%	1%	0% 19	6 0%	Ν	0.099	Ν	0.608	3400	Ν	2003
415 Power Plant Pkwy 0.72 12000 G 96% 1% 1% 1% 1% 1% 0% F 0.086 F 0.546 12000 G 2003					To:		Seco	nd St								
A					From:		US 258 M	ercury Blvd								
415 Power Plant Pkwy 0.47 1700 G 96% 1% 1% 1% 1% 1% 0% C 0.087 F 0.516 1900 G 2003	(415) Power Plant Pkwy	0.72	12000	G	96%	1%	1%	1% 19	6 0%	F	0.086	F	0.546	12000	G	2003
415 Power Plant Pkwy 0.47 1700 G 96% 1% 1% 1% 1% 1% 0% C 0.087 F 0.516 1900 G 2003					To		Pine Cl	napel Rd								
A	(415) Power Plant Pkwy	0.47	17000	G		1%		•	6 0%	С	0.087	F	0.516	19000	G	2003
415 Queen St 0.84 11000 G 95% 3% 2% 1% 0% 0% 0% C 0.084 F 0.519 12000 G 2003 415 Settlers Landing Rd 0.56 11000 G 95% 3% 2% 1% 0% 0% 0% 0% F 0.085 F 0.523 12000 G 2003 5					To		Briarf	ield Rd								
Settlers Landing Rd	Queen St	0.84	11000	G		3%			6 0%	C	0.084	F	0.519	12000	G	2003
A	413) 44131			_	Tai					i -		-				
East 664 1.13 38000 G 93% 0% 1% 1% 1% 5% 0% F 0.09 F 41000 G 2003 Combined Traffic: 70000 G 93% 0% 1% 1% 1% 5% 0% F 0.107 F 40000 G 2003 Combined Traffic: 75000 G 93% 0% 1% 1% 1% 5% 0% F 0.107 F 40000 G 2003 Combined Traffic: 75000 G 93% 0% 1% 1% 1% 5% 0% F 0.113 F 37000 G 2003 Combined Traffic: 69000 G 93% 0% 1% 1% 1% 5% 0% F 0.113 F 37000 G 2003 Combined Traffic: 75000 G 93% 0% 1% 1% 1% 5% 0% F 0.113 F 37000 G 2003 Combined Traffic: 69000 G 93% 0% 1% 1% 1% 5% 0% F 0.113 F 37000 G 2003 Combined Traffic: 70000 G 93% 0% 1% 1% 1% 5% 0% F 0.111 F 33000 G 2003 Combined Traffic: 70000 G 93% 0% 1% 1% 1% 5% 0% F 0.111 F 33000 G 2003 Combined Traffic: 70000 G 93% 0% 1% 1% 1% 5% 0% F 0.111 F 40000 G 2003 Combined Traffic: 70000 G 93% 0% 1% 1% 1% 5% 0% F NA 75000 G 2003 Combined Traffic: 70000 G 93% 0% 1% 1% 5% 0% F NA 80000 G 2003	Sottlers Landing Pd	0.56	11000	G		20/			/ 00/	_	0.005	E	0.522	12000		2002
East	415 Settlers Landing Ru	0.50	11000	G		370			0 U70	F	0.065	Г	0.323	12000	G	2003
Aberdeen Road Combined Traffic: 7000 G 93% 0% 1% 1% 5% 0% F 0.09 F 0.556 75000 G 2003	- ·				Erom:											
Combined Traffic: 70000 G 93% 0% 1% 1% 5% 0% F 0.090 F 0.556 75000 G Combined Traffic: 70000 G 93% 0% 1% 1% 5% 0% F 0.107 F 40000 G 2003		1 13	38000	G		0%			6 0%	l F	0.09	F		41000	G	2003
East 664 1.21 37000 G 93% 0% 1% 1% 5% 0% F 0.107 F 40000 G 2003 Combined Traffic: 75000 G 93% 0% 1% 1% 5% 0% F 0.095 F 0.635 80000 G East 664 0.66 35000 G 93% 0% 1% 1% 5% 0% F 0.113 F 37000 G 2003 Combined Traffic: 69000 G 93% 0% 1% 1% 5% 0% F 0.113 F 74000 G Combined Traffic: 70000 G 93% 0% 1% 1% 5% 0% F 0.111 F 33000 G 2003 Combined Traffic: 70000 G 93% 0% 1% 1% 5% 0% F 0.111 F 33000 G 2003 Combined Traffic: 70000 G 93% 0% 1% 1% 5% 0% F 0.111 F 3000 G West 1.27 38000 G 93% 0% 1% 1% 5% 0% F 0.121 F 40000 G 2003 Combined Traffic: 75000 G 93% 0% 1% 1% 5% 0% F 0.121 F 40000 G 2003 Combined Traffic: 75000 G 93% 0% 1% 1% 5% 0% F 0.121 F 40000 G 2003													0 556			2000
1.21 37000 G 93% 0% 1% 1% 5% 0% F 0.107 F 40000 G 2003 Combined Traffic: 75000 G 93% 0% 1% 1% 5% 0% F 0.095 F 0.635 80000 G East 664 0.66 35000 G 93% 0% 1% 1% 5% 0% F 0.113 F 37000 G 2003 Combined Traffic: 69000 G 93% 0% 1% 1% 5% 0% F 0.113 F 74000 G NCL Newport News West 664 1.66 31000 G 93% 0% 1% 1% 5% 0% F 0.111 F 33000 G 2003 Combined Traffic: 70000 G 93% 0% 1% 1% 5% 0% F NA 75000 G West 664 1.27 38000 G 93% 0% 1% 1% 5% 0% F NA 75000 G Combined Traffic: 75000 G 93% 0% 1% 1% 5% 0% F NA 80000 G	Combine	a Haillo.	, 5000	J		U /0			0 0/0	'	0.030		0.550	, 5000	J	
Combined Traffic: 75000 G 93% 0% 1% 1% 5% 0% F 0.107 F 40000 G 2003					From:		Powhatai	n Parkway								
Combined Traffic: 75000 G 93% 0% 1% 1% 5% 0% F 0.095 F 0.635 80000 G Combined Traffic: 75000 G 93% 0% 1% 1% 5% 0% F 0.113 F 37000 G 2003		1.21	37000	G	93%	0%	1%	1% 5%	6 0%	F	0.107	F		40000	G	2003
0.66 35000 G 93% 0% 1% 1% 5% 0% F 0.113 F 37000 G 2003 Combined Traffic: 69000 G 93% 0% 1% 1% 5% 0% F 0.113 F 74000 G		ed Traffic:	75000	G	93%	0%	1%	1% 5%	6 0%	F	0.095	F	0.635	80000	G	
0.66 35000 G 93% 0% 1% 1% 5% 0% F 0.113 F 37000 G 2003 Combined Traffic: 69000 G 93% 0% 1% 1% 5% 0% F 0.113 F 74000 G	Fact				To:		Aberde	en Road								
Combined Traffic: 69000 G 93% 0% 1% 1% 5% 0% F 0.113 F 74000 G Vest Combined Traffic: 70000 G 93% 0% 1% 1% 5% 0% F 0.111 F 33000 G 2003		0.66	35000	G		Nº/-			6 Nº/s	F	0 113	F		37000	G	2003
Vest Combined Traffic: 75000 G 93% 0% 1% 1% 5% 0% F 0.111 F 33000 G 2003																2000
West 664 1.66 31000 G 93% 0% 1% 1% 5% 0% F 0.111 F 33000 G 2003 Combined Traffic: 70000 G 93% 0% 1% 1% 5% 0% F NA 75000 G West Powhatan Parkway 664 1.27 38000 G 93% 0% 1% 1% 5% 0% F 0.121 F 40000 G 2003 Combined Traffic: 75000 G 93% 0% 1% 1% 5% 0% F NA 80000 G	COMDINE	a Hailic.	03000	G		U /0			U 70	F	0.113	1.		1 4 000	G	
1.66 31000 G 93% 0% 1% 1% 5% 0% F 0.111 F 33000 G 2003 Combined Traffic: 70000 G 93% 0% 1% 1% 5% 0% F NA 75000 G West Combined Traffic: 75000 G 93% 0% 1% 1% 5% 0% F 0.121 F 40000 G 2003 Combined Traffic: 75000 G 93% 0% 1% 1% 5% 0% F NA 80000 G	West				From:											
Combined Traffic: 70000 G 93% 0% 1% 1% 5% 0% F NA 75000 G West 1.27 38000 G 93% 0% 1% 1% 5% 0% F 0.121 F 40000 G 2003 Combined Traffic: 75000 G 93% 0% 1% 1% 5% 0% F NA 80000 G		1 66	31000	G		0%			6 0%	l F	0 111	F		33000	G	2003
West 1.27 38000 G 93% 0% 1% 1% 5% 0% F 0.121 F 40000 G 2003 Combined Traffic: 75000 G 93% 0% 1% 1% 5% 0% F NA 80000 G												•				_500
1.27 38000 G 93% 0% 1% 1% 5% 0% F 0.121 F 40000 G 2003 Combined Traffic: 75000 G 93% 0% 1% 1% 5% 0% F NA 80000 G	Combine	a mamo.	, 0000	3		J /0			0 070	'	1 1/7			1 3000	9	
1.27 38000 G 93% 0% 1% 1% 5% 0% F 0.121 F 40000 G 2003 Combined Traffic: 75000 G 93% 0% 1% 1% 5% 0% F NA 80000 G	West															
Combined Traffic: 75000 G 93% 0% 1% 1% 5% 0% F NA 80000 G		1.27	38000	G	93%	0%	1%	1% 5%	6 0%	F	0.121	F		40000	G	2003
To: Aberdeen Road		ed Traffic:	75000	G	93%	0%	1%	1% 5%	6 0%	F	NA			80000	G	
					To:		Aberde	en Road								

						Oity Oi	Патіріо	11								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Hampton				_												
Vest				From:			een Road									
664)	0.28	35000	G	93%	0%	1%	1%	5%	0%	F	0.125	F		37000	G	2003
Combine	ed Traffic:	69000	G	93 <u>%</u>	0%	1%	1%	5%	0%	F	NA			74000	G	
				To:		NCL Nev	wport Nev	vs								
				From:		Powha	tan Pkwy									
7006) Shell Rd	1.21	5700	G	97%	1%	1%	0%	0%	0%	С	0.088	F	0.574	6100	G	2003
				To:		Loca	lle Ave		L							
7006) Shell Rd	0.33	1700	G	97%	1%	1%	0%	0%	0%	F	0.097	F	0.558	1800	G	2003
Shell Rd	0.00	1700	J	To:	1 /0		News Av		070	'	0.007	•	0.550	1000	J	2000
				From:			ell Rd									
Newport News Ave	0.20	1900	G	97%	0%	1%	1%	1%	0%	С	0.090	F	0.517	2000	G	2003
				To:		Back I	River Rd									
				From:		SR 160-	Fox Hill F	Σď								
Nickerson Blvd	0.43	8900	G	98%	1%	1%	0%	0%	0%	F	0.094	F	0.574	9500	G	2003
Nickerson Blvd	0.40	0000	Ŭ	0070	170	170	0 70	0 70	070		0.004	•	0.07	0000	Ü	2000
				From:			ws Blvd									
Nickerson Blvd	0.69	5700	G	98 <u>%</u>	1%	1%	0%	0%	0%	С	0.088	F	0.530	6000	G	2003
				To:		SR 169; Ol	ld Buckroe	e Rd]							
				From:		SECL Ne	wport Nev	WS								
Orcutt Ave	0.18	3300	G	95%	1%	4%	0%	0%	0%	С	0.105	F	0.509	3500	G	2003
				To		Mar-	ury Dlv-J									
Orcutt Ave	1.37	11000	G	From: 95%	1%	4%	ury Blvd 0%	0%	0%	F	0.096	F	0.575	11000	G	2003
Orcutt Ave	1.37	11000	G	95 /6 To:	1 /0			0 /6	0 /6	ı	0.090		0.575	11000	G	2000
							ls Lane									
<u> </u>				From:		SECL Ne									_	
_{'012}) Briarfield Rd	0.39	10000	G	97%	0%	2%	1%	1%	0%	С	0.092	F	0.502	11000	G	2003
				To: From:		Big B	ethel Rd		ŀ							
Policy Briarfield Rd	0.48	14000	G	97%	0%	2%	1%	1%	0%	F	0.087	F	0.550	15000	G	2003
9				To:		4.1	1 D.I		1							
Priarfield Rd	0.99	14000	G	From: 97%	1%	1%	deen Rd 1%	0%	0%	С	0.093	F	0.527	14000	G	2003
Briarrield Rd	0.99	14000	G	70 To:	1 /0			0 /6	0 /6	C	0.093		0.527	14000	G	2000
							een St									
				From:		SWCL Ne										
₇₀₁₅) New Market Dr	0.13	7900	G	97 <u>%</u>	1%	1%	1%	0%	0%	F	0.085	F	0.577	8300	G	2003
				To:		Merci	ury Blvd									
				From:		SWCL Ne	ewport Ne	ws								
7017) Roanoke Ave	0.17	4800	G	98%	1%	1%	0%	0%	0%	F	0.106	F	0.594	5100	G	2003
				To		Мака	ury Blvd									
Wheelton Bd	1 20	2000	G	From:	1%	1%		0%	00/	С	0.106	_	0 505	4200	G	2003
Whealton Rd	1.30	3900	G	98% To:	1 70		0%	076	0%	C	0.106	F	0.585	4200	G	2003
							lds Ln		<u> </u>							
	0.40		_	From:	001	SWCL No			001	_	0.000	_	0.00-	0000	•	000
Chestnut Ave	0.19	5700	G	99%	0%	0%	0%	0%	0%	С	0.088	F	0.625	6000	G	2003
				To-		Merci	ury Blvd									
_				From:		Brian	field Rd									
Dig Bethel Rd	1.11	10000	G	97%	1%	1%	1%	0%	0%	С	0.093	F	0.555	11000	G	2003
				To:		Mara	ury Blvd			_						
Big Bethel Rd	0.94	15000	G	From: 98%	0%	1%	0%	0%	0%	С	0.09	F	0.608	16000	G	2003
Big Bethel Rd	0.34	10000	3	70 70 To:	0 /0		lds Ln	0 /0	U /0		0.03	'	0.000	10000	J	2000
				From:			ds Lane									
Dig Bethel Rd	1.31	31000	G	98%	0%	1%	0%	0%	0%	F	0.102	F	0.538	33000	G	2003
021) 2.9 20010110	1.51	000	-						3,0	•	0.102	•	2.000	20000	_	_500
<u> </u>				From:		Iampton Roa				_						
₀₂₁) Big Bethel Rd	0.48	27000	G	90%	1%	1%	7%	2%	0%	С	0.092	F	0.622	28000	G	2003
				To:		Thomas	Nelson D	r].							
7021) Big Bethel Rd	1.41	21000	G	98%	1%	1%	1%	0%	0%	С	0.103	F	0.604	23000	G	2003
UZIJ DIG DOLLOT NO	1.71	500	-		. 70				- 70	0	0.700	•	0.50∓	_0000	9	_000
<u> </u>				From:			Farm Rd									
Big Bethel Rd	0.34	12000	G	98%	0%	1%	0%	0%	0%	F	0.098	F	0.567	12000	G	2003
				To:		York Co	ounty Line	•								

						City of Hamp	lon								
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axle	ruck e 1Trail	 2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Hampton															
				From:		SR 415 Power Plan	t Pkwy								
7022) Pine Chapel Rd	0.53	12000	G	98%	0%	1% 0%	0%	0%	С	0.09	F	0.513	12000	G	2003
				To:		G II. D		1							
Dina Chanal Dd	0.04	40000		From:	00/	Coliseum D			N.	NIA			40000		2002
Pine Chapel Rd	0.64	12000	N	98%	0%	1% 0%	0%	0%	N	NA			12000	N	2003
				To:		SR 134 Armistea	d Ave								
				From:		SWCL Newport	News								
7025) Aberdeen Rd	0.40	NA								NA			NA		
<u> </u>				From:		I-664					_				
Aberdeen Rd	1.10	20000	G	96%	1%	2% 1%	1%	0%	F	0.088	F	0.525	22000	G	2003
<u> </u>				To		Briarfield Re	1	1							
7025) Aberdeen Rd	1.32	16000	G	96%	1%	2% 1%	1%	0%	С	0.089	F	0.577	17000	G	2003
7023) 7 15 61 4 6 611 7 14	1.02		•	0070	170	270 170	170	070	Ū	0.000	•	0.011	17000	•	
_				From:		Mercury Blv	d								
7025) Aberdeen Rd	0.19	11000	G	96%	1%	2% 1%	1%	0%	F	0.091	F	0.533	12000	G	2003
				To:		Todds Lane									
				From:		Dood End									
Llamater Desite Oral	4.00	ALA				Dead End				ALA			NI A		
(7026) Hampton Roads Center	1.20	NA								NA			NA		
				To		Big Bethel R	d	-							
7026) Hampton Roads Center	0.26	46000	G	98%	0%	1% 1%	0%	0%	F	0.092	F	0.663	52000	G	2003
1020	30		-		- 70		5 / 0	0,0	•		•	2.000		-	_550
				From:		I-64									
7026) Hampton Roads Center	1.02	48000	Α	98%	0%	1% 1%	0%	0%	С	0.115	Α	0.575	54000	Α	2003
				To:		Manuada, Dia	.1								
	0.05			From:	00/	Magruder Bly			_	0.404	_	0.500	44000		000
(1026) Hampton Roads Center	0.65	37000	G	98%	0%	1% 1%	0%	0%	F	0.101	F	0.599	41000	G	2003
				To		Coliseum D									
7026) Hampton Roads Center	0.40	32000	G	98%	0%	1% 1%	0%	0%	F	0.101	F	0.601	35000	G	200
7026) Hampton Roads Center	0.40	02000	·	To:	0 70			- 070	•	0.101		0.001	00000	•	2000
						Armistead Av	76								-
				From:		Armistead Av	/e								
7028) Tide Mill La	0.83	7700	G	98%	1%	1% 0%	0%	0%	С	0.109	F	0.724	8200	G	2003
				To:		Lasalle Ave									
				From:		Managary Dly	d								
Armistand Ava	0.70	22000	•	96%	10/	Mercury Blv	1%	00/	_	0.004	_	0.500	22000	0	2001
7033) Armistead Ave	0.72	22000	G		1%	1% 2%		0%	С	0.094	F	0.520	23000	G	2003
				To: From:		Tide Mill La									
						Tidemill Lan			_						
7033) Armistead Avenue	0.53	32000	Α	97 <u>%</u>	0%	1% 0%	0%	0%	С	0.117	Α	0.54	36000	Α	2003
				To:		ampton Roads Cente									
	· <u> </u>	· <u> </u>		From:		Hampton Roads Cen						· <u> </u>		_	
7033) Armistead Ave	1.52	18000	G	97%	0%	1% 0%	0%	0%	F	0.099	F	0.584	19000	G	2003
				To:		Cmdr Shepard I	Blvd								
				From:				-							
0.000	0	40000	_		401	ECL Newport N		001	_	0.400	_	0.500	44000	_	000
Saunders Rd	0.72	13000	G	97%	1%	0% 1%	1%	0%	С	0.106	F	0.583	14000	G	2003
				To:		Big Bethel R	d								
7034) Semple Farm Rd	2.07	4600	G	97%	1%	2% 0%	0%	0%	С	0.096	F	0.810	4900	G	2003
Semple Farm Rd	2.01	-000	J	J1 /0	1 /0	Z/0 U/0	U /0	J /0	O	0.030		0.010	+300	5	200
				From:		Magruder Blv	ď								
Semple Farm Rd	0.19	19000	G	97%	1%	2% 0%	0%	0%	F	0.088	F	0.53	20000	G	2003
				To:		Wythe Creek									
								<u>_</u>							
				From:		SECL Newport 1		_						_	
Chesapeake Ave	1.17	1900	G	98%	1%	1% 0%	0%	0%	С	0.096	F	0.581	2000	G	200
				To:		Powhoton Dla	1737								
Changagaira Aus	0.70	4700	^	From:	40/	Powhatan Pky	•	00/		0.407	_	0.50	1000	-	2000
Chesapeake Ave	0.72	1700	G	98%	1%	1% 0%	0%	0%	F	0.107	F	0.59	1800	G	2003
				To:		Lasalle Ave									
<u> </u>			_	From:	,	Chesapeake A			_		_			_	
Lasalle Ave	0.37	1900	G	98%	1%	1% 0%	0%	0%	F	0.095	F	0.57	2000	G	200
				To:		Kecoughton F	'd								
				From:		reconstituting t	cu.								
L acallo Avo	0.57	6200	G		10/	10/ ₋ 00/	10/	Ω0/	\sim	0.000		0.57	6600	C	2001
7035) Lasalle Ave	0.57	6200	G	97% To:	1%	1% 0% Victoria Blv	1%	0%	С	0.090	F	0.57	6600	G	2003

Setters Lange Bird							City of Hampt	on								
Victorial Physics Vict	Route	Length	AADT	QA	4Tire	Bus				QC		QK		AAWDT	QW	Year
Lasselle Ave 0.66 17000 G 08% 1% 1% 0% 0% 0% 0% 0% 0	City of Hampton															
Service Landing Rd	7035 Lasalle Ave	0.66	17000	G	98%	1%	1% 0%		0%	F	0.08	F	0.544	18000	G	2003
Performice Ave 1.24 24000 G 93% 196 196 38% 196 096 196					From:											
Lassille Ave 0.27 20000 G 93% 1% 1% 3% 3% 1% 0% C 0.084 F 0.564 21000 G 2003	Lasalle Ave	0.12	18000	G	98%	1%			0%	F	0.082	F	0.55	19000	G	2003
Milechigas Dr	O Lecelle Ave	0.07	20000	^		40/				^	0.004	_	0.504	24000		2002
Lasalle Ave	7035 Lasalle Ave	0.27	20000	<u> </u>	To	170		170	0%		0.064		0.564	21000	<u> </u>	2003
Composition	Lasalle Ave	0.24	24000	G		1%		1%	0%	F	0.089	F	0.587	25000	G	2003
Lasalle Ave 1.24 13000 G 98% 0% 1% 0% 0% C 0.098 F 0.588 14000 G 2003	(7035) Lasalle Ave	0.50	15000	G		1%			0%	С	0.083	F	0.561	16000	G	2003
Lasalle Ave 1.24 13000 G 69% 0% 1% 0% 0% C 0.098 F 0.588 14000 G 2003					To:		Mercury Blyd									
Lasalle Ave 0.31 14000 G 97% 1% 1% 0% 1% 0% F 0.12 F 0.899 15000 G 2003	Lasalle Ave	1.24	13000	G		0%		0%	0%	С	0.098	F	0.568	14000	G	2003
Langley Gate Lang	<u> </u>								-							
Back River Rd	Lasalle Ave	0.31	14000	G		1%		1%	0%	F	0.12	F	0.899	15000	G	2003
Back River Rd 0.19 1800 G 95% 2% 3% 1% 0% 0% F 0.098 F 0.553 1900 G 2003					From:			ve						-		
Back River Rd	Back River Rd	0.19	1800	G	95%	2%			0%	F	0.098	F	0.553	1900	G	2003
Pembroke Ave Pemb	<u> </u>				From:							_				
Back River Rd	Back River Rd	0.31	2000	G	95%	2%	3% 1%	0%	0%	С	0.099	F	0.526	2100	G	2003
Back River Rd 0.29 2000 G 95% 2% 3% 1% 0% 0% F 0.091 F 0.515 2100 G 2003					To: From:		Pembroke Ave	;								
Rip Rap Rd	7037) Back River Rd	0.29	2000	G		2%	3% 1%	0%	0%	F	0.091	F	0.515	2100	G	2003
Rip Rap Rd 0.66 14000 G 96% 1% 2% 0% 1% 0% C 0.099 F 0.794 14000 G 2003						_		_								
Sking St	O 5: 5 51	0.00	4 4000	_		40/			00/	_	0.000	_	0.704	4.4000	_	0000
First Pembroke Ave Pembroke Av	7037) Rip Rap Rd	0.66	14000	G		1%		1%	0%	C	0.099	F	0.794	14000	G	2003
None									l							
Rip Rap Rd	() () () () () () () () () ()	0.70	0700	_	<u> </u>	40/			00/	_	0.005	_	0.0	40000	0	0000
None	7039) King St	0.70	9700	G	96%	1%	2% 0%	1%	0%	г	0.085	г	0.6	10000	G	2003
Total Clemwood Pkwy 0.79 4400 G 96% 2% 1% 0% 0% 0% 0% 0% 0% 0																
Clemwood Pkwy 0.79 4400 G 96% 2% 1% 0% 0% 0% 0% 0% 0% 0	₇₀₃₉ King St	0.20	19000	G		1%		1%	0%	F	0.097	F	0.74	20000	G	2003
Clemwood Pkwy 0.79 4400 G 96% 2% 1% 0% 0% 0% 0% 0% 0% 0					To:		Mercury Blvd									
Little Back River Rd					<u> </u>											
Total Little Back River Rd 0.78 15000 G 97% 1% 1% 0% 0% 0% 0% F 0.106 F 0.742 16000 G 2003	7041) Clemwood Pkwy	0.79	4400	G		2%	1% 0%	0%	0%	С	0.109	F	0.713	4600	G	2003
Little Back River Rd 0.78 15000 G 97% 1% 1% 0% 0% 0% 0% 0% F 0.106 F 0.742 16000 G 2003					To:		Little Back River	Rd								
Clemwood Pkwy Tous	$\overline{}$															
Little Back River Rd 0.34 8900 G 97% 1% 1% 0% 0% 0% 0% C 0.104 F 0.688 9400 G 2003	Little Back River Rd	0.78	15000	G	97%	1%			0%	F	0.106	F	0.742	16000	G	2003
Rockwell Rd	Little Book Biver Dd	0.24	9000	G		10/		•	00/		0.104		0 600	0400		2002
To Harris Creek Rd From Fox Hill Rd To Lighthouse Dr To Lighthouse Dr To Harris Creek Rd To Dounty St To Lighthouse Dr To Harris Creek Rd To Dounty St To Harris Creek Rd To Dounty St To Dounty St To Dounty St To Harris Creek Rd To Dounty St To D	7045) LILLIE BACK RIVEI RU	0.34	0900	G	97%	170	1% 0%	0%	0%	C	0.104	Г	0.000	9400	G	2003
To: Harris Creek Rd From: Fox Hill Rd From: Fox Hill Rd From: Lighthouse Dr From: County St From: County St From: Mercury Blvd From: Mercury	<u> </u>											_				
From From Fox Hill Rd	₇₀₄₅) Little Back River Rd	0.84	6400	G		1%			0%	F	0.107	F	0.687	6800	G	2003
Reach Rd 2.76 6100 G 96% 1% 2% 0% 0% 0% 0% C 0.126 F 0.649 6500 G 2003								d								
To Lighthouse Dr From County St	<u> </u>															
7049) Woodland Rd 0.35 19000 G 96% 1% 2% 1% 1% 0% C 0.088 F 0.702 20000 G 2003 To Mercury Blvd 7049) Woodland Rd 0.45 15000 G 97% 1% 1% 0% 0% 0% F 0.088 F 0.729 16000 G 2003 To Pembroke Ave 7049) Woodland Rd 0.62 10000 G 97% 1% 1% 0% 0% 0% F 0.088 F 0.632 11000 G 2003	(7047) Beach Rd	2.76	6100	G		1%			0%	С	0.126	F	0.649	6500	G	2003
7049) Woodland Rd 0.35 19000 G 96% 1% 2% 1% 1% 0% C 0.088 F 0.702 20000 G 2003 Total Priority Mercury Blvd							Lighthouse Dr									
Mercury Blvd Total Mercury Blvd Mercury B																
Woodland Rd 0.45 15000 G 97% 1% 1% 0% 0% 0% F 0.088 F 0.729 16000 G 2003 Total Pembroke Ave Pembroke A	Woodland Rd	0.35	19000	G	96%	1%		1%	0%	С	0.088	F	0.702	20000	G	2003
7049 Woodland Rd 0.62 10000 G 97% 1% 1% 0% 0% 0% F 0.088 F 0.632 11000 G 2003	O									_				,		
7049) Woodland Rd 0.62 10000 G 97% 1% 1% 0% 0% 0% F 0.088 F 0.632 11000 G 2003	Woodland Rd	0.45	15000	G	97%	1%			0%	F	0.088	F	0.729	16000	G	2003
From Andrews Blvd	Woodland Pd	0.62	10000	G		1%			0%	F	U U88	F	0 632	11000	C-	2003
O W	7049) VV Oodiand Ru	0.02	10000	3	J1 /0	1 /0			U /0	ı	0.000		0.002	11000	J	2003
₇₀₄₉₎ vvoodand ku	Meadler d Dd	1.00	40000			40/			00/	^	0.007		0.600	11000		2000
	(7049) Woodland Rd	1.20	10000	G		170		U%	υ%	C	0.097	Г	0.023	11000	G	∠003
To: Fox Hill Rd					10.		Fox Hill Rd									

						City of Hampto	on								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		 2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Hampton															
Old Buokroo Pd	1.50	2600	G	From:	10/	Mercury Blvd 1% 0%	0%	0%	_	0.1	_	0.560	2000	C	2002
Old Buckroe Rd	1.50	3600	G	98% To:	1%		U%	0%	С	0.1	F	0.569	3800	G	2003
						Pembroke Ave									
Androwo Plvd	0.52	12000	G	From:	10/	Mercury Blvd	Ω0/	00/	_	0.004	_	0.604	12000	C	2002
Andrews Blvd	0.53	12000	G	97%	1%	1% 0%	0%	0%	С	0.084	F	0.604	13000	G	2003
				From:		Woodland Rd									
7053) Andrews Blvd	1.38	5300	G	96 <u>%</u>	3%	1% 0%	0%	0%	С	0.095	F	0.573	5600	G	2003
				To:		Old Buckroe Rd									
_				From:		Fox Hill Rd									
(1055) Harris Creek Rd	0.82	3100	G	96%	1%	2% 0%	0%	0%	С	0.133	F	0.766	3300	G	2003
				To: From:		Little Back River	Rd								
7055) Harris Creek Rd	0.42	2500	G	96%	1%	2% 0%	0%	0%	F	0.115	F	0.803	2700	G	2003
333				To:		Farmhouse Ln									
				From:		I-64-E Ramp									
Mallory Street	0.36	NA		<u> </u>		1-04-L Ramp				NA			NA		
Mailory Stroot	0.00			To:		SR 143									
				From:				, I							
7059) Powhatan Pkwy	0.33	730	G	99%	0%	Chesapeake Ave	0%	0%	С	0.100	F	0.565	780	G	2003
Powhatan Pkwy	0.55	730	G	99 /0	0 /6	170 070	0 /6	0 70	C	0.100		0.505	700	G	2000
<u> </u>				From:		Kecoughtan Rd								_	
Powhatan Pkwy	0.24	4500	G	99%	0%	1% 0%	0%	0%	F	0.088	F	0.602	4700	G	2003
				From:		Victoria Blvd		-							
Powhatan Pkwy	0.56	9000	G	97%	2%	1% 0%	0%	0%	С	0.081	F	0.54	9500	G	2003
				To		Dambralia Avia		<u> </u>							
Powhatan Pkwy	0.16	20000	G	94%	0%	Pembroke Ave	2%	0%	С	0.081	F	0.555	21000	G	2003
Powhatan Pkwy	0.10	20000	G	94 %	0%	170 270	270	0%	C	0.061	Г	0.555	21000	G	2003
$\widehat{}$				From:		I-664		-							
Powhatan Pkwy	0.76	12000	G	94%	0%	1% 2%	2%	0%	F	0.088	F	0.531	12000	G	2003
				To:		Briarfield Rd									
				From:		Pembroke Ave									
2nd Street		660	G							0.095	F		700	G	2003
				To:		Buckroe Ave									
				From:		SWCL Newport No	ews								
Aberdeen Rd		11000	G							0.079	F		11000	G	2003
				To:		D 1 1 4		1							
Aberdeen Rd		17000	G	From:		Pembroke Ave				0.082	F		18000	G	2003
Aberdeen Nu		17000	G	To:		I-664		1		0.002			10000	G	2000
								J							
A		0400	_	From:		Victoria Blvd				0.000	_		0000	0	0000
Armistead Ave		2100	G	To:		C al I II I	. 1	1		0.080	F		2300	G	2003
						Settlers Landing I	Ku								
			_	From:		Todds Ln					_			_	
Bellwood Rd		1200	G	_						0.101	F		1200	G	2003
				To:		WCL Hampton		J							
				From:		Accent St									
Brightwood Avenue		680	G	98%	1%	1% 0%	0%	0%	С	0.084	F	0.638	680	G	2003
				To:		Lauderdale Ave									
				From:		Worden Ave									
Catesby Jones Dr		370	G	-						0.087	F		390	G	2003
				To:		Eggleston Ave									
	-			From:		Pine Chapel Rd							-		
Coliseum Dr		6500	G			e Chaper Ru				0.084	F	0.516	6900	G	2003
			-	_						5.50 r	•	0.010	5500	~	_000
O-lie D		40000	_	From:		Mercury Blvd				0.001	_	0.544	00000		000
Coliseum Dr		19000	G							0.091	F	0.544	20000	G	2003
				From		Cunningham Dr									
Coliseum Dr		18000	G							0.090	F	0.502	19000	G	2003
				To:		Marcella Rd									
							_			_				_	_

					City o	of Hampton	n								
Route	Length AADT	QA	4Tire	e Bus			ck 1Trail 2T	(QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Hampton			From:												
Coliseum Dr	15000	G	From:		Ma	arcella Rd				0.095	F	0.526	16000	G	2003
Coliseum Di	13000	G	To:		40 Mi N	Of Marcella	Rd			0.095		0.520	10000	G	2000
			From:	.4 M		arcella Hardy									
Coliseum Dr	13000	G	_							0.09	F	0.530	14000	G	2003
			To:	Ha	mpton Ro	oads Center P	arkway								
			From:		E	ltham Ct									
Elizabeth Lake	2000	G	To:			N. I. D.				0.075	F		2200	G	2003
			From:			Club Run									
Farmington Blvd	3000	G			wo	odlawn Dr				0.089	F		3200	G	200
r arriington biva	0000	·	To:		Tem	plewood Dr				0.000	•		0200	Ü	200
			From:			Buckroe Rd									
Fox Grove Dr	NA		<u> </u>		Old I	buckroc Ru				NA			NA		
			To:		R	evere Dr									
			From:		F	Hurst Dr									
Grimes Road	1700	G								0.096	F	0.536	1700	G	200
			To:		Ca	anavan Dr									
			From:		В	Beach Rd									
Hall Rd	590	G								0.11	F		630	G	200
			To:		Е	mma Dr									
	242	_	From:	00/		enburg Lane	201 0	201	_	0.000	_	0.504	0.40	•	000
Hall Road	610	G	97%	0%	1%	1%	0% 0)%	С	0.096	F	0.581	610	G	2003
			From:			nonds Cove									
Harris Creek Rd	800	G	Piolii.		Harris	s Landing Rd				0.090	F		850	G	200
Hairis Oreek Nu	000	0	To		Pa	acer Point				0.030	'		030	U	200
			From:			merset La		+							
Ivy Home Rd	2100	G	L			merset La				0.1	F		2200	G	200
,			To:			Pratt St									
			From:		Pen	nbroke Ave									
Kingsway	9300	G	<u>. </u>							0.079	F		9800	G	200
			To:		Li	incoln St									
			From:		Mar	rtha Lee Dr									
Lassiter St	3000	G								0.086	F		3200	G	200
			To:		F	Freda Ct									
			From:			enwood Dr									
Lewis Drive	1200	G	99%	1%	0%	0%	0% 0)%	С	0.089	F	0.532	1200	G	200
			To:			cory Hill Rd									
Linearly Ot	7000	_	From:		Nor	rth King St				0.000	_		7000	_	000
Lincoln St	7200	G	To:		Er	ranklin St				0.090	F		7600	G	200
			From:												
Macon Rd	1100	G	r tom.		FIG	orence Dr				0.092	F		1200	G	200
Maconika	1100	0	To:		Re	oberta Dr				0.032	'		1200	U	200
			From:			oberta Dr									
Martha Lee Dr	1800	G				Joerta Di				0.090	F		1900	G	200
			To:		P	Pecan Rd									
			From:		Rolli	ingwood Rd									
Michaels Wood Drive	5000	G	1							0.095	F	0.544	5000	G	200
			To-		Ji	immy Ct									
			From:		Ra	awood Dr									
Newton Rd	780	G								0.088	F	0.691	830	G	200
			To:		G	Gurley Ct									
			From:		Arm	nistead Ave									
Queen St	1400	G								0.107	F		1500	G	200
			To:		St	teward St									

						Oity C	n i idilipi	OH								
Route	Lenath	AADT	QA	4Tire	Bus		Trı			QC	K	QK	Dir	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail		Factor		Factor			
tv of Hampton				From:		()ueen St		ī							
Salters Creek Rd		1200	G	<u></u>		·					0.085	F		1200	G	2003
				To-		Pow	hatan Pkw	У								
				From:		I	Beall Dr									
Seward Dr		1400	G	97 <u>%</u>	2%	1%	0%	0%	0%	С	0.174	F		1500	G	2003
				To:		W	infree Rd									
				From:		WC	L Hamptor	1								
Shell Rd		740	G	т							0.088	F		780	G	2003
				10.			aple Ave									
Others Into Dhed		4000	_	From:		R	evere Dr				0.005	_		4500	_	000
Silver Isle Blvd		4300	G	To:		Glo	nhaven Dr		1		0.095	F		4500	G	2003
				From:												
Smiley Rd		NA		rioiii.		Pen	ibroke Ave	;			NA			NA		
Sittliey Ru		IVA		To:		For	dham Lane				INA			INA		
				From:			lathan St									
Stockton St		410	G	98%	1%	0%	1%	0%	0%	С	0.134	F	0.554	440	G	200
otoonton ot			•	To:	.,,		rfield Blvd		7,0			•	0.00			
				From:		Т	odds Ln									
Warner Rd		230	G	<u> </u>							0.131	F		250	G	2003
				To-		.20 Mi	S Of Todd:	s Ln								
				From:		Blacl	kmore Plac	e	Ī							
Westbrooke Drive		470	G	99%	0%	1%	0%	0%	0%	С	0.11	F	0.692	470	G	2003
				To:		Arms	stead Ave 1	V								
				From:		Willo	w Oaks Bl	vd								
Wilderness Road		410	G								0.099	F	0.667	410	G	2003
				To-		Ra	pidan Rd									
				From:		Н	oward St									
Willard Ave S		970	G								0.117	F	0.613	1000	G	2003
				To:			fellon St									
			_	From:		Missi	onary Brid	ge				_		2225		
Willow Oaks Blvd		2400	G	To:		D		_			0.094	F		2600	G	2003
				10.		Beau	regard Hgt	S								